

FORM PTO-1449 (MODIFIED)**LIST OF PATENTS AND PUBLICATIONS FOR APPLICANT'S INFORMATION DISCLOSURE STATEMENT**In re Application of:
Alexander E. Smith et al.Docket No.: RANN-0012
RPB REF: RANN-0012

Serial Number: 10/751,115

Art Unit: 3662

Filing Date: January 5, 2004

Examiner: LINDA DAO PHAN

Title: Method and Apparatus to Correlate Aircraft Flight Tracks and Events with Relevant Airport Operations Information

U.S. PATENT DOCUMENTS

| EXAMINER INITIAL | # | DOCUMENT NUMBER | DATE | NAME | CLASS | SUB CLASS | FILING DATE |
|---------------------|----|--------------------|----------|-------------------|-------|--------------|----------------|
| DP | 45 | 6,606,034 | 09/12/03 | Muller et al. | 340 | 970 | 07/31/95 |
| ↑ | 46 | 6,469,664 | 10/22/02 | Michaelson et al. | 342 | 357.13 | 06/26/00 |
| | 47 | 5,454,720 | 10/03/95 | FitzGerald et al. | 434 | 27 | 05/21/94 |
| | 48 | 6,633,259 | 10/2003 | Smith et al. | 342 | 456 | |
| | 49 | 20020021247 | 02/2002 | Smith et al. | 342 | 450 | |
| | 50 | 3,668,403 | 01/1972 | Meilander | 701 | 121 | |
| ✓ | 51 | 5,381,140 | 01/1995 | Kuroda et al. | 340 | 961 | |
| DP | 52 | 5,752,216 | 05/1998 | Carlson et al. | 701 | 120 | |
| | 53 | | | | | | |
| | 54 | | | | | | |
| | 55 | | | | | | |
| | 56 | | | | | | |

FOREIGN PATENT DOCUMENTS

| | | DOCUMENT NUMBER | DATE | COUNTRY | CLASS | SUBCLASS | TRANSLATED Y N |
|----|-----|-----------------|----------|---------|-------|----------|-------------------|
| DP | F01 | JP 9-119983A | 11/27/96 | JAPAN | — | — | ABST |
| DP | F02 | JP 8-146130A | 5/29/96 | JAPAN | — | — | ABST |
| DP | F03 | JP 6-342061A | 12/13/94 | JAPAN | — | — | ABST |
| DP | F04 | JP 9-288175A | 11/04/94 | JAPAN | — | — | ABST |
| | F05 | | | | | | |
| | F06 | | | | | | |
| | F07 | | | | | | |

EXAMINER



DATE CONSIDERED

3/21/05

EXAMINER: Initial if reference considered, whether or not citation is in conformance with MPEP 609; Draw line through citation if not in conformance and not considered. Include copy of this form with next communication to applicant.

(Information Disclosure Statement - Section 9 PTO-1449 (page 2 of 4))

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|---------------------|----|--------------------|----------|----------------------|-------|--------------|----------------|
| DP | 01 | 5,528,244 | 06/18/96 | Schwab | 342 | 37 | 03/31/95 |
| | 02 | 4,454,510 | 06/12/84 | Crow | 343 | 5 | 02/23/81 |
| | 03 | 5,191,342 | 03/02/93 | Alsup et al. | 342 | 465 | 08/06/81 |
| | 04 | 4,196,474 | 04/01/80 | Buchanan et al. | 364 | 461 | 02/11/74 |
| | 05 | 5,627,546 | 05/06/97 | Crow | 342 | 352 | 09/05/95 |
| | 06 | 5,774,829 | 06/30/98 | Cisneros et al. | 701 | 213 | 12/12/95 |
| | 07 | 5,365,516 | 11/15/94 | Jandrell | 370 | 18 | 08/16/91 |
| | 08 | 5,570,095 | 10/29/96 | Drouilhet Jr. et al. | 342 | 357 | 04/01/94 |
| | 09 | 4,524,931 | 06/25/85 | Nilsson | 246 | 167 | 11/09/81 |
| | 10 | 4,688,046 | 08/18/87 | Schwab | 342 | 456 | 12/13/82 |
| | 11 | 5,680,140 | 10/21/97 | Loomis | 342 | 357 | 02/26/96 |
| | 12 | 6,049,304 | 04/11/00 | Rudel et al. | 342 | 357.08 | 07/10/97 |
| | 13 | 5,999,116 | 12/7/99 | Evers | 342 | 36 | 07/14/98 |
| | 14 | 6,094,169 | 07/25/00 | Smith et al. | 342 | 465 | 12/11/98 |
| | 15 | 6,085,150 | 07/04/00 | Henry et al. | 701 | 301 | 07/22/97 |
| | 16 | 4,229,737 | 10/21/80 | Heldwein et al. | 343 | 6R | 10/21/80 |
| | 17 | 5,596,332 | 01/21/97 | Coles et al. | 342 | 455 | 05/22/96 |
| | 18 | 5,781,150 | 07/14/98 | Norris | 342 | 357 | 10/13/95 |
| | 19 | 6,448,929 | 09/10/02 | Smith et al. | 342 | 456 | 09/17/01 |
| | 20 | 5,262,784 | 11/16/93 | Drobnicki et al. | 342 | 45 | 06/15/92 |
| | 21 | 5,374,932 | 12/20/94 | Wyschogrod et al. | 342 | 36 | 08/02/93 |
| DP | 22 | 5,596,326 | 01/21/97 | Fitts | 342 | 30 | 07/17/95 |

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OTHER ART (including Author, Title, Pertinent Pages, etc.)

| | | | |
|----|-----|--|---|
| DP | A01 | TRAFFIC ALERT SYSTEM TECHNICAL DESIGN SUMMARY, Final Report, April 1994 (Baldwin et al.) | ✓ |
| DP | A02 | AIRSCENE, The complete Air Traffic Picture in Real Time, www.airscene.com, Rannoch Corporation, Alexandria, Virginia, undated. | ✓ |
| DP | A03 | GPS Relative Accuracy for Collision Avoidance, Institute of Navigation Technical Meeting, January 1997 (Rudel et al.) | ✓ |
| DP | A04 | Cassell, R., Smith A., Cohen, B., Yang, E., Sleep, B., A Prototype Aircraft Performance Risk Assessment Model, Final Report, Rannoch Corporation, February 28, 2002. | ✓ |
| DP | A05 | Cassell, R., Smith A., Cohen, B., Yang, E., Sleep, B., Esche, J., Aircraft Performance Risk Assessment Model (APRAM), Rannoch Corporation, November 30, 2002. | ✓ |
| DP | A06 | Cox, E., A., Fuzzy Logic For Business and Industry, Charles River Media, 1995, Chapter 5. | ✓ |
| DP | A07 | Smith, A., Cassell, R., Cohen, B., An approach to Aircraft Performance Risk Assessment Modeling, Final Report, Rannoch Corporation, March 1999. | ✓ |
| DP | A08 | M.L. Wood and R. W. Bush, "Multilateration on Mode S and ATCRBS Signals at Atlanta's Hartsfield Airport", Lincoln Laboratory, M.I.T., January 8, 1998 | ✓ |
| DP | A09 | AERMOD: Description of Model Formulation (Version 02222) EPA 454/R-02-002d, October 21, 2002 | ✓ |
| DP | A10 | FAA INTEGRATED NOISE MODEL, www.faa.gov, current release INM 6.1 (March 4, 2003) | ✓ |
| DP | A11 | "FLIGHT EXPLORER NEWS: Flight Explorer and Lochard Team to Provide Enhanced Flight Tracking for Cutomers Worldwide", April 28, 2003, http://www.flightexplorer.com/News/press%20releases/pr042803.asp | ✓ |
| DP | A12 | Source Code received by Rannoch Corp. from FAA, circa 1998. | ✓ |
| DP | A13 | "A Routine that converts an American Mode S address into its corresponding 'N' number string", Ken Banis, February 17, 1992/ | ✓ |
| DP | A14 | "Description of the U.S. Algorithm for Assigning Mode A Addresses", Robert D. Grappel, M.I.T. Lincoln Laboratory, November 1991 | ✓ |
| DP | A15 | "Program to convert Mode S address to U.S. Tail Number", R.D. Grappel, M.I.T. Lincoln Laboratory, 1991 | ✓ |
| DP | A16 | "Program to convert U.S. aircraft tail numbers to Mode S code", R.D. Grappel, M.I.T. Lincoln Laboratory, 1991 | ✓ |

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